

What They Promised	What We'll Get
A city-wide monorail system, consisting of 5+ lines, beginning with the Green Line from Ballard to West Seattle.	One Green Line that voters approved by an 877-vote margin. Because the line will be so expensive for so long, voters are unlikely to approve additional lines. The Green Line parallels two already-existing north-south transit lines.
A monorail with tall, elegant columns, quite unlike the old, clunky monorail on 5 <sup>th</sup> Ave.	Columns ranging from 4'9" x 4' up to 6' in diameter – bigger than the columns on 5 <sup>th</sup> Ave.
Neighborhood-specific station design. \$2.3 million was spent on architectural design. Stations were envisioned to have cafes' newsstands and other amenities.	The stations will be open-air and fairly uniform with minor variations based on size and vertical vs. horizontal configuration.
19 stations.	16 stations with the Avalon and Elliott and Mercer station deferred until "ridership warrants their construction" (or until they are affordable with available MVET revenue). The downtown station will also be deferred until the SMP can acquire the property now held by the Federal Reserve. Without that station, will riders from West Seattle or Ballard take the monorail to Pioneer Square or Belltown and then board a bus or walk to their downtown jobs?
\$1.75 billion in construction costs and an additional 2.5 billion in financing costs --\$4 billion in total project costs.	\$2.1 billion in construction costs and an additional \$9 billion in financing costs, assuming the optimistic projection of 6% MVET growth. The total project costs will exceed \$11 billion.
Bonds lasting 25-30 years (actually, ETC did publish documents projecting that bonds could extend beyond 30 years but the campaign emphasized the lower figure).	Bonds lasting as long as 48 years in the best-case scenario or 73 years or more in a more probable scenario.
On time, with the first segment opening in December 2007, completion in 2009.	The first segment opening was scrapped for cost reasons, completion of the whole line is now scheduled for 2010.
Headways of 4 minutes downtown during peak hours and 8 minutes during off-peak hours.	Headways of 8 minutes downtown during peak hours and 10 minutes off-peak. What will the impact be on ridership of the longer headway and reduced number of stations?